



DRAFT 052025

CLHCC Meeting Notes
May 16, 2025
Pittsburgh Fire Station

In Attendance

<i>NAME</i>	<i>REPRESENTING</i>
Gail Hanson, Chair	Governor and Executive Council
Keith Robinson	Governor and Executive Council
Darrin Jock	Town of Pittsburg
Beth Drew	Town of Pittsburg
Dwayne Covell	Town of Stewartstown
John White	Town of Clarksville
Pierre Bedard	Leaseholders Association
Ray Gorman	Coos County Commissioners
Charlie Levesque	Senate/Forest Ecology
Corrine Rober	Senate/Recreation & Tourism
Eric Stohl	House/Monitor Conservation Easements
John Sojka	NH Fish and Game Department, designee
Sarah Stewart	DNCR
Corey Clark	DES, designee

Absent

<i>NAME</i>	<i>REPRESENTING</i>
Michael Phelps	Landowner
Gene Chandler	House/Forestry & Timber Harvesting

Staff Present: Johanna Lyons, Clint Savage, Brian Parise, Maggie Machinist, Alexa Kosalek, Jacob DeBow.

Chair Gail Hanson opened the meeting at 10:36 am with the pledge of Allegiance and asked the Committee members and the public attendees to introduce themselves.

Gail Hanson asked for a motion to accept the minutes of the fall CLHCC October 4th, 2025, meeting.

- Charlie Levesque motioned to accept the minutes as written, Pierre Bedard seconded the motion. All in favor.

New and Old Business

Presentation: "Conservation, Management and Responsibilities"

Johanna Lyons presented a general overview of the Connecticut Lakes Headwaters Working Forest conservation history, along with the management and responsibilities of the agencies involved.



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Discussion:

- Charlie Levesque asked for clarification on ATV/ OHRV use per the easement on the headwaters.
 - Johanna replied that ATV use is restricted to designated roads and currently there are about 11 miles open for ATV use. The Recreation Plan is open to additional connections to the First Lake area, however, there needs to be private landowner permission granted before DPR will work with the landowner to transfer a seasonal road to state ownership to make it a designated road.
- A question was asked to DES when the lease agreement on the ball field will expire.
 - There is a 50-year lease on the ballfield and it is believed that there is 25 years left on the lease.
- The PowerPoint presentation will be made available online.

Presentation: Proposed Annual Forest Operations 2025-2026

Bennett Lohmeyer, Forest Operations Manager with LandVest provided an update on proposed harvest areas on the CLH property. The target removal cordage estimate is 25,000 cords for the operating year 2025-2026, with an average of 5-7 timber harvesting crews working on the property. Depending on markets and weather conditions, there is the potential for removals greater than 25,000.

- Discussion
 - Question, how many units proposed are going to happen?
 - Dependent upon weather and market conditions, hopeful for many of them.
 - How many units were cut last year?
 - 8
 - How many units will be cut this year?
 - Difficult to estimate based on weather and market conditions.
 - Will there be access issues due to road conditions?
 - Most harvests will be accessible.
 - How many cords were cut last summer?
 - Estimated 4-6,000 cords for the summer, 15,000 for the year.
 - Will the landowner be granting permission to LandVest to exceed the removal volume estimate of 25,000 cords?
 - 25,000 is the estimated achievable goal, with flexibility allowed.
 - Will LandVest provide a carbon overlay map of the property? Are their units designated for carbon sequestration?
 - It was explained that there are no designated areas for carbon and carbon credits are calculated differently. Basically, carbon credits are the difference between growth and what is harvested (plus a few other considerations).
 - A request was made by counselor Joe Kenney for a power point slide to be added to the proposed harvest presentation outlining how carbon sales fit into the forest management on the Headwaters easement.



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Presentation: Trail GIS Mapping Tool

Clint Savage provided an update on mapping tools that the Trails Bureau will be using for internal data collection regarding the roads owned in fee by DNCR on the Headwaters easement. Trails Bureau has collected data from the majority of the Headwaters, except for East Inlet due to damage to F&G land limiting access.

- Discussion:
 - Will these maps be available online to the public?
 - Not yet, a map may be available in the future, currently the system is set up for internal use.
 - Pittsburg Fire and the Police Department are requesting an updated map of the roads and trails on the headwater's property.

Legislative Update

Johanna Lyons provided an update regarding HB 127.

- Discussion:
 - Does the bill mandate the opening of the trails on the property?
 - Yes, if it complies with the easement, other laws, etc.
 - There is currently no approval of trails being open past September 30th in the Town of Clarksville.

Extension of ATV Riding Season

A letter was received by Commissioner Sarah Stewart from the Great North Woods ATV club requesting the extension of the riding season.

- Discussion:
 - Was there rationale for the legislature disregarding the advisory committee recommendation of not keeping the trails open past September 30th?
 - No
 - Pittsburg Police Department commented on no violations being written during the adjusted riding season.
 - Comment reiterating that F&G had concerns about the extension of the season.
 - The town of Clarksville opened the floor in their last town meeting to those who would like to bring the extension of the season back up, and no one brought the issue to the town.

Stewardship Plan

Director Patrick Hackley provided an update on the Stewardship plan. Negotiations are currently on hold due to the Governor's office getting up to speed. Negotiations will begin again when given the green light from the Governor.

Road and Recreation Plans

Johanna Lyons affirmed they were adopted last year and are in effect. No revisions planned or changes needed at this time.



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Agency Update

Questions and Discussion:

Indian Stream Road

- A new gate has been installed at the 8mm.
- The public will not be allowed access past the 8-mile marker while road repairs are being done.
- Camp owners above the 8 mm will be given the combination to the gate.
- PSLT did some work to their section of the road.
- The contractor is beginning work this week. Specialty ordered culverts have been delivered, including the upsized culvert for the 15.5 mm crossing.
- Bridge at 11 mm (Depot Camp) is currently in the bid process and will be hopefully delivered in 12-14 weeks. The road is passable.
- It will take 3-4 weeks contractor to complete most of the repairs on Indian Stream Road.

East Inlet Road

John Sojka provided an update on access to the CLNA. Perry Stream and Scotts Bog roads will be open. East Inlet Road will be open the same as last year. Sections of East Inlet Road will be closed as road construction commences throughout the summer. It is currently projected that all damage on East Inlet on the CLNA will be fixed by early August. East Inlet Road will be closed at the junction for East Inlet and Scott Bog Road for approximately five days during mid/late June to allow for bridge replacement.

- Discussion:
 - What will access be next week?
 - There will be limited motorized access available to the public.
 - Will any mowing work take place on East Inlet in conjunction with road work?
 - Yes, some mowing work will be done.

Additional Discussion:

- Comment that Aurora representatives should take part either virtually or in person to these committee meetings.
- Comment that road openings will be on the state website and updated weekly.
- The capital budget Connecticut Lakes Headwaters line item has been decreased from \$1.4 million to \$650,000.

The meeting was adjourned at 12:04 pm with a motion by Charlie Levesque, and a second by Eric Stohl, all were in favor.

Respectfully Submitted,
Alexa Kosalek & Maggie Machinist



CLHCC Update ~ May 16, 2025

DEPARTMENT OF NATURAL AND CULTURAL RESOURCES

DNCR- DPR Administration

Fiscal Year 2024 Salaries and Benefits (July 1, 2024-June 30, 2025)

Activity	Hours	Total Wages & Benefits
Facilities	33	814.59
Field Administration	348.5	17,710.26
Mowing	138	3,406.35
Office Administration	677.75	30,997.80
Road Maintenance	2,604	95,530.93
Shop	676	16,781.47
Snowmobile	102	2,775.63
TOTAL	4,579.26	\$172,569.28

Vehicle Costs

Plate	Division	Total Cost (gas, repair, maintenance)
D326 (3500)	DPR Great North Woods	\$5,196 (no longer in use)
D31 (F550)	Trails Bureau	\$6,557
D36 (New Holland)	Trails Bureau	\$1,276
D38 (Case)	Trails Bureau	\$1,070
D56 (F3500)	Trails Bureau	\$5,405 (new, replaced D326)
	TOTAL	\$19,504

Account Expense Summary (FY25 July-March)	Expenditures
3745 Stewardship	\$89,191.15
3746 Roads	\$171,142.82

Expecting the base fee of \$25,210 in May, cordage is due July 1st.

Road and Gate Update

Storm Damage Update

Staff has been working with FEMA applying for reimbursements for repairs completed and negotiating mitigation for Indian Stream Road. So far, no reimbursements have been received from FEMA for work completed last summer/fall (\$68,866).

DNCR hired a consultant to provide storm flow analysis per DES WT900 stream crossing rules. All crossings must be designed for a 100-year event due to the catchment area sizes. After the Fact Dredge and Fill Permits will need to be submitted to DES for the culvert replacements once the work is completed.

Road Name	Watercourse Name	Catchment Area Acres	WT900 Stream Class	100 Year Flow CFS	Minimum Culvert Size
Indian Stream Road, 15.5 mm	Spruce Brook	379	Tier 2	150	Arch 66"x51"
East Branch	Trestle Brook	767	Tier 3	328	Arch 112"x75"
East Branch	Unnamed	208	Tier 2	74	Round 60"
Indian Stream Road	Roaring Brook	1,745	Tier 3	532	Arch 128"x83" or bridge

Contractors have been hired and work on Indian Stream Road is expected to begin as soon as the road dries out. Specialty culverts have been ordered and a 60' prefabricated bridge (Depot Camp) has been put out to bid (quoted, \$114,195, 12-14 week delivery). Bids due 5/16/25, https://www.das.nh.gov/purchasing/docs/bids/bid_182_25.pdf.

Operational Maintenance

DNCR staff met with LandVest to discuss summer operations and look ahead to winter operations.

The following roads are schedule for maintenance this summer:

- Mowing:
 - Indian Stream Road
 - Hall Stream
 - West Side of Indian
 - Buckhorn Road
- Grading:
 - Deadwater Loop
 - Hall Stream
 - West Side of Indian
 - Perry Stream

Gates

A new gate will be installed at the 8-mile marker on Indian Stream Road this spring.

Capital Project FY 24-25

- To date \$923,555 has been spent of the \$1,500,000 appropriated.
- Contractors are ready to remobilize as soon as the roads dry out approximately mid-June.
 - Tower Road
 - Garfield Falls Road
 - Buckhorn
 - Deadwater Loop
 - Smith Brook
 - Complete Cedar Stream Road

Capital Budget FY 26-27

The capital budget passed by the house appropriates \$1.4 million for road repairs, it is now being reviewed by the Senate.

In addition to the damaged crossings on Indian Stream, the consultant provided recommendations for Terrell Pond Road. We are planning to install a bridge at this site if funding is appropriated in FY26-27. Estimated cost to purchase a prefabricated bridge and installation is \$225,000.

Recreation and Public Access Update

Legislation

HB127 which authorizes extending the closing date of the OHRV trails on the Connecticut River Headwaters property from September 30 to Columbus Day passed the house and senate and is waiting for Governor Ayotte to sign the bill.

Motorized Recreation

ATV Use – Great North Woods Trail Riders Request

Commissioner Stewart received a letter from the Great North Wood Trail Riders requesting to extend the ATV riding season from September 30th to Columbus Day. They have support from local businesses, selectmen and the landowner where the club's main trails are located.

The Division of Parks and Recreation has letters of permission from the Town of Clarksville for use by ATVs on the following town roads only until September 30th; Cedar Stream Road from the trail at the bottom of Murphy Dam to Deadwater Loop Road, and Clarksville Pond Road from Old County Road to Norman and Albert Cloutier's property. Their selectboard has stated to extend the ATV riding season until Columbus Day the proposal will have to be approved by the citizens of Clarksville at Town meeting which is in March. A special Town meeting could be called, however, there are costs involved to hold that special election.

Consultation with the CLHCC is required by RSA 12-A:9-b.V(b) to ask for advice on "the management of public recreational use of the Connecticut Lakes headwaters tract, including the siting and approval of the first 10 new leases, the seasonal use of the road system, snowmobile trails and their use, and the terms for access and use of the tract by motorized vehicles. Such advice shall be offered in cooperation with the private landowner".

ATV Use – Trail Counters

Trail Counters were put out last spring on Deadwater and Hall Stream Roads. An additional counter will be put out this spring on the Snack Shack Trail.

- Deadwater: 13,225
- Hall Stream: 14,724

Snowmobile Use

Timber operations are planned this winter to use Indian Stream and Perry Stream Roads.

Non-Motorized Use

Cohos Trail will be holding a volunteer workday for repairs to buy Brook Trail date is TBD pending LandVest wrapping up their harvest.

They anticipate being able to reroute their trail onto snowmobile corridor 131 during the 2025 season and they intend to submit paperwork requesting approvals for their plan to work on Deer Mountain trail extension this year as well. Due to pressing needs on other parts of their trail network this is all they anticipate completing on the CLH property.

No change for bike use or any other non-motorized use.

Maintenance of Public Use Facilities

Pit toilets and parking areas will be maintained on a regular schedule or on a periodic basis depending on location. This work was taken on by a combination of CLH Trails Bureau and Parks Bureau staff.

Non-Motorized Recreation

DPR staff have reached out to the Coos Trail Association to review work plans.

Lake Francis SP – Coleman SP – Deer Mountain Campground

Lake Francis and Coleman State Park are scheduled to open on Friday, May 9th. Deer Mtn scheduled for Memorial Day Weekend. Park Staff will continue to clean pit toilets on the CLHW property which includes Magalloway Road and Delli's Pit on Indian Stream Road as long as a truck is available. Reservations are looking good for the upcoming season. Deer Mtn staff will continue monitoring water levels at the Moose Pond impoundment.

DNCR – Division of Forests and Lands

Monitoring

All the Forests and Lands staff, including Concord staff and administration, spent approximately 110 hours on CT Lakes related issues. Time was spent participating in in-house meetings and committee meetings, easement interpretation, reviewing Special Management Area's, and general easement monitoring in conjunction with NH F&G.

The Annual Operating Plan was submitted to DNCR by LandVest and is under review.

There have been no camp requests that have come for review since the October meeting.

The Forest Legacy Coordinator Mark Faulkenberry has left DNCR.

Stewardship Plan

The plan is still being reviewed by the Attorney General's Office in consultation with the Governor's legal counsel.

DEPARTMENT OF ENVIRONMENTAL SERVICES

a. Lake Francis Impoundment

- i. Current Lake Francis elevation is 1382.6 feet or 2.4 feet below the full pond elevation. The discharge is currently 600 cubic feet per second which is up from 175 cubic feet per second on April 22nd. This increase is to limit the volume of water discharging in the spillway when the lake reaches 1385 feet.
- ii. In accordance with RSA 481:3-a, NHDES administers a leasing program for lots on Lake Francis in Pittsburg and Clarksville. In the second paragraph of that statute, NHDES is required to recalculate rent payment every 5 years. NHDES is

current appraising selected lots on Lake Francis in Pittsburg and Clarksville to start the process of recalculating rents fees.

b. Murphy Dam

- i. Dow Valve Replacement – NHDES is finalizing plans and specifications for the replacement of these 86 year old valves that discharge the Connecticut River through the base of the dam. This project will be funded in part by revenue from the Water User Agreement with Great River Hydro and State Capital Funds. NHDES is hopeful these State Capital Funds will become available once the State Budget is passed in June. NHDES anticipated putting this projected out to bid later this summer. Due to unknowns associated with procuring the new valves, project scheduling is unknown at this time. However, during the project, water will not be able to be discharged through the base of Murphy Dam and all water will need to be discharged through the spillway. To develop a better understanding of anticipated water temperatures when water is discharged through the spillway, NHDES will be deploying temperature sensors this summer within the spillway. Additionally, NHDES will be measuring the temperature of the water column in the lake. This temperature data will help NHDES to limit the impacts to the downstream fishery during the dow valve replacement project.
- ii. Inundation Mapping – NHDES is continuing to work with a consultant on developing new inundation maps for a revised Emergency Action Plan. The consultant is currently assessing dam failure impacts throughout the Connecticut River valley downstream of Murphy Dam. Initial assessments indicate that inundation would continue downstream to Dalton, NH, however, further assessment may indicate impacts continuing further downstream.
- iii. Spillway Assessment and Rehabilitation – Surveying, geotechnical and hydraulic data has been collected for this project. However, the dow valve replacement and EAP update have taken priority and spillway rehabilitation will be completed as part of future Capital funding requests.

FISH AND GAME DEPARTMENT

Monitoring Compliance Activities:

Since October of 2024 NHFG has continued to work with Aurora and their consultant foresters at LandVest to incorporate wildlife habitat into their forestry practices, particularly in sensitive habitats. Of note were three timber sales totaling ~900 acres that occurred in a riparian wildlife corridor, beech management area, and a deer wintering area.

While working in riparian wildlife corridors we focus on maintaining softwood connectivity along major water ways while trying to connect those areas of increased wildlife dispersal to other critical habitats at the landscape level. During operations we aim to regenerate softwood to ensure the future health of these habitats while not compromising the functional cover that allows for current dispersal.

Beech produces a food source on a 3-7 year cycle that is critical to wildlife in northern NH with many species like marten, black bear, and white-tailed deer relying on their fruit for population level success. In beech management areas we focus on protecting the existing mast producing trees while creating openings that foster the growth of the next generation of beech stands.

Deer wintering areas are areas of softwood cover that protect deer from harsh winter conditions. This habitat type is solely responsible for the health and future success of the Pittsburg deer herd. The DWA that we worked in this past winter is the longest cooperatively managed DWA in the state of New Hampshire. NHFG and LandVest built on past management strategies to diversify softwood age classes while ensuring the protection of current functional cover.

Lastly, this past fall NHFG and LandVest completed a multi-year woodcock and grouse habitat improvement project that totaled 56 acres on Aurora property. We used a brontosaurus machine to mulch alder and young aspen stands to promote regeneration of these critical habitat types. Project areas occurred largely on Hall Stream and within the Indian Stream Valley. This was part of the largest woodcock and grouse habitat improvement project in New Hampshire where over 89 acres were treated in a two year period thanks to the New England Forest and Rivers Grant. Aurora also provided funding for some of the upland habitat work completed on their property.

Road Maintenance:

Storm Damage Repairs:

The July 2024 storm event resulted in extensive damage to many of the roads on the NH Fish & Game-owned Connecticut Lakes Natural Area (CLNA). The following roads were damaged during this storm event: East Inlet Road, Scott Bog Road, Scott Bog Spur Road, Ingersoll Brook Road, Beaman South Road, Beaman North Road, B. Covil Spur Road, Perry Ponds Road, Perry Stream Road, and Third Lake Extension. The most extensive damage occurred on East Inlet Road and Ingersoll Brook Road. All three bridges on the NHFG-owned section of East Inlet Road were in need of replacement by the end of last summer. Nearly every stream crossing on East Inlet Road and Ingersoll Brook Road was damaged to some degree during the July storm event.

Last fall permanent repairs were completed on Scott Bog Road and the first half of Scott Bog Spur Road. Over this past winter NHFG worked closely with FEMA to categorize each damage site into different FEMA projects and completed the process of submitting projects for cost assessment by FEMA. This work has paid off and NHFG expects to receive enough FEMA funding to cover 100% of the costs to repair the remaining damage sites on the property without drawing down any of the endowments.

We plan on making repairs to East Inlet Road, Beaman North Road, B. Covil Spur Road, Perry Stream Road (depending on contractor availability), and Third Lake Extension this summer and fall. All culverts, abutments, and bridges have been ordered. Work will be completed by Cloutier Sand & Gravel due to their extensive experience, high quality work, and knowledge of the property. Almost every culvert that was damaged during this storm will be upsized during these repairs.

There are three bridges and numerous culverts that need to be replaced on East Inlet Road, the **estimated** timeline for repairs is as follows:

- **Late May – June 15:** East Inlet Road will be temporarily closed at some point to allow for the delivery of a new bridge. The contractor will be removing the 40' bridge located below the car top launch that had the abutments damaged during 2023 and replacing it with a 60' ADM bridge. The new bridge will be elevated by ~27" compared to the previous bridge to better allow for heavy water flows. Once this bridge is installed the road will be opened through the gate just past the car top launch.

- **June 15 – July 15:** Repairs through the lease camp located just past B. Covil Spur Road will be completed. The contractor will then install the 40' bridge that was removed from below the car top launch at this location. The bridge will then be re-decked. After these repairs, the road is expected to be opened through just past this lease camp. This is a temporary repair, we plan on simultaneously completing an engineering study to have an engineer develop plans to permanently replace this bridge during the summer of 2026. The engineer will provide us with plans that will depict what length bridge we need, the abutment design, and how high the bridge must be raised to sufficiently pass the flows of a 200-year storm event. All of this work is currently expected to be fully covered by FEMA funding.
- **July 15 – August 30:** Repairs will continue beyond the lease camp through the end of the NHFG-owned stretch of East Inlet Road (the 8 mile marker). We will be replacing the final damaged bridge on this section of East Inlet Road with a 40' ADM bridge. It is not expected that the entirety of East Inlet Road will need to be closed during this time. Again, this is a temporary replacement. We will be simultaneously completing an engineering study to have an engineer develop plans to make permanent repairs during the summer of 2026. In this case, the engineer will provide us with plans that will depict the abutment design and how high the 40' bridge must be raised to sufficiently pass the flows of a 200-year storm event. All of this work is currently expected to be fully covered by FEMA funding.
- **Summer of 2026:** Final bridge repairs will be made. The purpose of engineering these bridges is to make every reasonable effort to prevent a multi-year closure of East Inlet Road again in the future.

At the same time we are completing the engineering on East Inlet Road we are also going to be completing engineering to replace the 6' culvert on Scott Bog Spur Road. Unfortunately, replacing this type of crossing in this location requires permitting and engineering before NHFG can move forward with replacing this crossing. This crossing will be permanently replaced during the early summer of 2026. Furthermore, Ingersoll Brook Road will have all repairs completed during the summer of 2026. This road will also be resurfaced at the same time to improve water drainage in order to attempt to prevent these washouts from occurring again. If we were to move forward this summer with only repairing the damage sites on Ingersoll Brook Road, the road would be vulnerable to washing out again if a severe storm occurs in the near future.

Annual Maintenance:

During the late summer-fall of 2025 we are currently expecting to mow the following roads: the first half mile of East Inlet Road, miles 4-8 of East Inlet Road, B. Covil Spur Road, Beaman North Road, Third Lake Extension, Perry Stream Road, and Indian MB Connector (potentially). During the summer-fall of 2025 we plan on grading East Inlet Road. This decision may change depending on the repair schedule and potential logging operations.

Public Use:

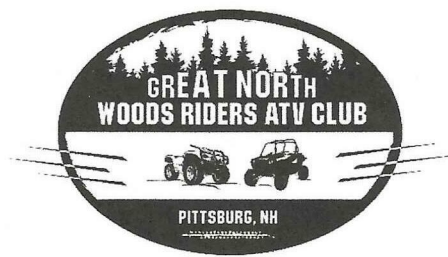
Pending no major delays, the entire NHFG-owned section of East Inlet Road should be reopened for recreation by fall of 2025. See the estimated timeline for the reopening of East Inlet Road in the above *storm damage repairs* section for more information.

Other CLNA Activities:

At this point there are no habitat management projects, commercial timber harvests, or additional monitoring work to report on. NHFG is currently anticipating to hire a full time forester during the fall of 2025 if approved in the state's biennial budget. Funding for this position would come from federal

Wildlife Restoration Grant Program funds with match provided by the Ruffed Grouse and American Woodcock Society. No state general funds would be used. The creation of this position will allow NHFG to increase the number of timber sales that are completed on all NHFG-owned Wildlife Management Areas in northern New Hampshire, including on the CLNA. This person in this position will also assist the Region 1 State Lands Habitat Biologist with various other projects in the region, such as infrastructure and noncommercial habitat management projects.

~ END ~



www.greatnorthwoodsridersatv.org
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TO: Sarah Stewart, DNCR Commissioner
Craig Rennie, Chief Bureau of Trails

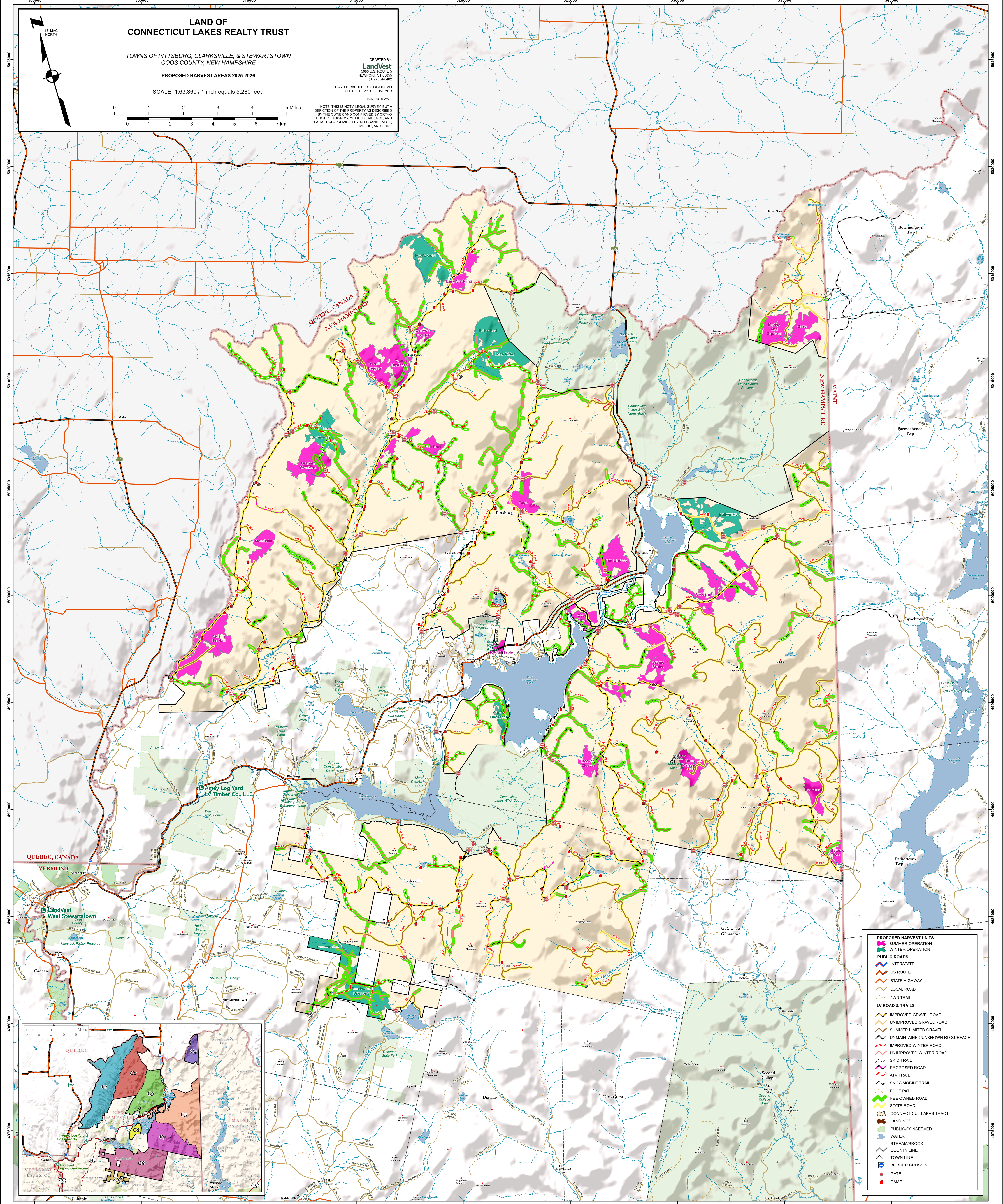
FROM: Darrin Jock - GNWR Board of Directors 
Dave Redfield - GNWR Board of Directors 
Fred Twombly - GNWR Board of Directors 
Brynn Rugg - GNWR Board of Directors 
Bill Muse - GNWR Board of Directors 

DATE: March 22, 2025

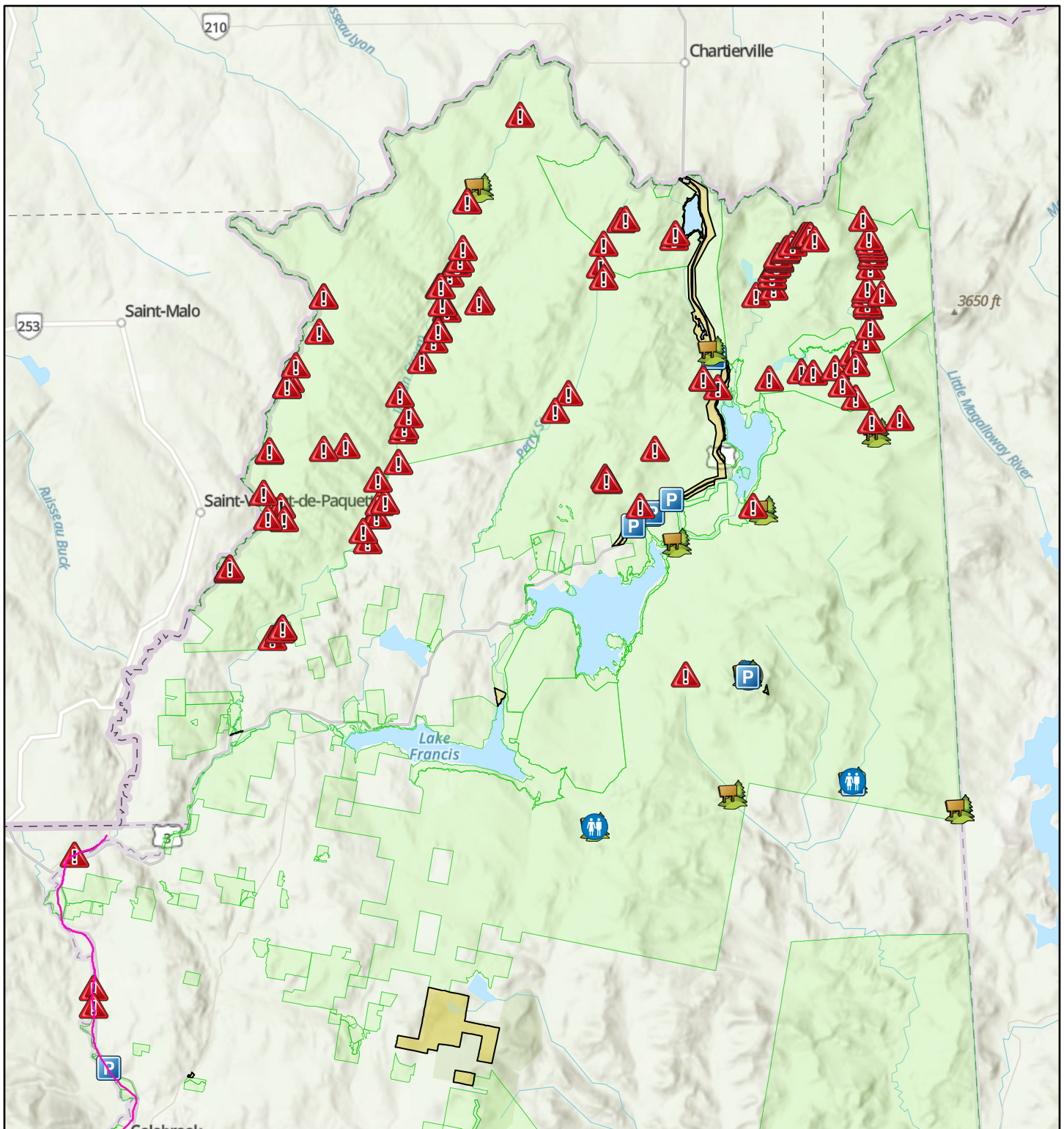
REF: Extending ATV - Columbus Day Weekend

The GNWR ATV Club is submitting in writing to you, per your request by April 1st, to extend the ATV season on the Connecticut Lakes Headwaters property from September 30th to the Monday of Columbus Day weekend. We have full support from our businesses, selectmen and the landowner where the clubs main trails are located to keep trails open through Columbus Day weekend. This would be a great help to our local law enforcement, economic impact to our businesses and we would be consistent from opening to closing with connecting clubs.

Please feel free to reach out to us should you need additional information. We look forward to hearing from you.



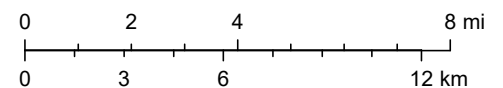
CLHW July 11, 2024 Storm Damage



5/9/2025

1:323,654

- Recreational Rail Trails
- P Parking Area
- ♂ ♀ Pit Toilet
- ♂ Trail Head
- 🏠 Kiosk
- 🌉 Trail Bridge
- DNCR Lands
- NH Conservation Public Lands
- ⚠ Trail Obstruction
- World_Hillshade



Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community